

What About The “Transit” - The Forgotten Component of TOD

Perspectives of a Daily Metro Commuter

- **Began Daily Metro Commutes in 1987**
 - **Blue Line**
 - **Yellow Line to Blue/Orange Lines**
 - **Yellow Line to Red Line**
 - **Orange Line, sometimes with Red Line (Current)**

Higher Density At Transit

- **Higher Density at Transit Can Offer Benefits**

Yet Densities of TOD Proposals Thus Far Are:

- **Overwhelming; and**

- **Uncoordinated**

Fairfax Should:

- **Measure Transit Capacity & Impacts;**

- **Coordinate Transit, Traffic, and Land-Use**

Transit Impacts - Rail Cars

Myth - Metro Has Unlimited Capacity

Metro Is Overcrowded & Underfunded.

Metro & County Officials Say Rail Car Capacity Is Sufficient Until 2012.

But What Happens Then?

“We’re good for six years.”

Transit Capacity - Rail Cars

120 Metro Matters Cars - 33% 8-Car Trains								
Line	2007	2008	2009	2010	2011	2012	2013	2014
Red	Yellow	Red						
Blue	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Red
Orange	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Red	Red
Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Green	Yellow	Red						
	Yellow							
Highly Congested - Frequently Unable to Board First Train								
	Red							
Unmanageable - Customers Routinely Unable to Board Trains								

Transit Impacts - Station Capacity

Myth - Metro Matters Funding & State Funding Discussions Are Sufficient

- Metro Matters Funding and New Higher-Capacity Rail Car Configurations, While Helpful, Do Nothing for Station Capacity
- Even if 8-Car Trains Are Funded, Stations Cannot Handle The Extra Passenger Loads
- State “Discussions” = Tooth Fairy Funding

Transit Impacts - Station Capacity

Impacts on station capacity - not just at TOD stations, but down the transit line.

- **Ft. Belvoir/BRAC - Yellow Line**

- **Dulles Rail - Blue/Orange lines -**

The new line will share these tracks downtown, meaning fewer Blue & Orange line trains coming down tracks:

Longer waits on overcrowded platforms.

Where Are The Impact Studies?

Transit Impacts - Station Capacity

Capacity Constraints

By 2025, nine of Metro's core stations will be showing capacity constraints in many of the critical elements that enable stations to run smoothly.

● **Congested**
 ● **Approaching congestion**
 ● **Adequate capacity**

Year 2000	<i>Farragut West</i>	<i>Foggy Bottom</i>	<i>Union Station</i>	<i>Farragut North</i>	<i>Dupont Circle</i>	<i>LeEnfant Plaza</i>	<i>Rosslyn</i>	<i>Gallery Place</i>	<i>Metro Center</i>
Entrance escalators/stairs	●	●	●	●	●	n.a.	●	●	●
Passageways to mezzanine	●	●	●	●	●	●	●	●	●
Fare gate arrays	●	●	●	●	●	●	●	●	●
Mezzanine to platform escalators/stairs	●	●	●	●	●	●	●	●	●
Platform occupancy	●	●	●	●	●	●	●	●	●
Escalators/stairs between upper/lower platform						●	●	●	●
Lower-level platform occupancy						●	●	●	●

Capacity Constraints

By 2025, nine of Metro's core stations will be showing capacity constraints in many of the critical elements that enable stations to run smoothly.

● Congested ● Approaching congestion ● Adequate capacity

Year 2000

	Farragut West	Foggy Bottom	Union Station	Farragut North	Dupont Circle	Rosslyn	L'Enfant Plaza	Gallery Place	Metro Center
Entrance escalators/stairs	●	●	●	●	●	n.a.	●	●	●
Passageways to mezzanine	●	●	●	●	●	●	●	●	●
Fare gate arrays	●	●	●	●	●	●	●	●	●
Mezzanine to platform escalators/stairs	●	●	●	●	●	●	●	●	●
Platform occupancy	●	●	●	●	●	●	●	●	●
Escalators/stairs between upper/lower platform							●	●	●
Lower-level platform occupancy							●	●	●

Year 2025

	Farragut West	Foggy Bottom	Union Station	Farragut North	Dupont Circle	Rosslyn	L'Enfant Plaza	Gallery Place	Metro Center
Entrance escalators/stairs	●	●	●	●	●	n.a.	●	●	●
Passageways to mezzanine	●	●	●	●	●	●	●	●	●
Fare gate arrays	●	●	●	●	●	●	●	●	●
Mezzanine to platform escalators/stairs	●	●	●	●	●	●	●	●	●
Platform occupancy	●	●	●	●	●	●	●	●	●
Escalators/stairs between upper/lower platform							●	●	●
Lower-level platform occupancy							●	●	●

Additional Considerations

- **More Rail Cars = More Mechanical Breakdowns**
- **More Passengers = More Sick Passenger Delays**
- **Metro Has No Real Plan To Handle These Events**
- **Reliance on “Tooth Fairy” Funding Is No Plan**
- **Parking at Terminating Station – What’s Right?**
- **New Factor - Washington Nationals**
 - **Hockey Games Bring 2 Dozen More Riders**
 - **Nats Games Bring 200 - Stations Overwhelmed**